

AMENDMENTS TO THE CLAIMS

Please amend Claims 1, 10, 19 and 29 as follows.

LISTING OF CLAIMS

1. (currently amended) A suspension system for a vehicle, comprising:

a frequency dependent damper defining a first pressurized working chamber;

a first compressed gas disposed within said first pressurized working chamber;

an air spring assembly defining a second pressurized working chamber;
[[and]]

a second compressed gas disposed within said second pressurized chamber; and

a booster enabling gas pressure communication between said first pressurized working chamber and said second pressurized working chamber, said booster comprising:

a housing defining a third pressurized working chamber separate from said first and second pressurized working chambers, said third pressurized working chamber being in communication with said first and second compressed gasses;

a piston assembly disposed within said third pressurized working chamber; and

a resilient member disposed between said piston assembly and said housing for biasing said piston [[is]] in a specified direction.

2. (cancelled)

3. (previously presented) The suspension system of claim 1 wherein said piston assembly comprises:

a first piston dividing said third working chamber into a first segmented chamber and a second segmented chamber; and

a second piston interconnected with said first piston and dividing said third working chamber into said second segmented chamber and a third segmented chamber.

4. (original) The suspension system of claim 3 wherein said first segmented chamber is in fluid communication with said second pressurized working chamber and said third working chamber is in fluid communication with said first pressurized working chamber.

5. (original) The suspension system of claim 4 wherein said first piston is of a larger diameter than said second piston.

6. (cancelled)

7. (original) The suspension system of claim 1 further comprising a restrictor disposed between said air spring assembly and said booster to inhibit pressurized fluid flow therebetween.

8.-9. (cancelled)

10. (currently amended) A suspension system disposed between a sprung portion and an unsprung portion of a vehicle, comprising:

a frequency dependent damper defining a first pressurized working chamber;

a first compressed gas disposed within said first pressurized working chamber;

an air spring assembly integrated with said shock absorber and defining a second pressurized working chamber; [[and]]

a second compressed gas disposed within said second pressurized chamber; and

a booster enabling gas pressure communication between said first pressurized working chamber and said second pressurized working chamber, said booster comprising:

a housing defining a third pressurized working chamber separate from said first and second pressurized working chambers, said third pressurized working chamber being in communication with said first and second compressed gasses;

a piston assembly disposed within said third pressurized working chamber; and

a resilient member disposed between said piston assembly and said housing for biasing said piston [[is]] in a specified direction.

11. (cancelled)

12. (previously presented) The suspension system of claim 10 wherein said piston assembly comprises:

a first piston dividing said third working chamber into a first segmented chamber and a second segmented chamber; and

a second piston interconnected with said first piston and dividing said third working chamber into said second segmented chamber and a third segmented chamber.

13. (original) The suspension system of claim 12 wherein said first segmented chamber is in fluid communication with said second pressurized working chamber and said third working chamber is in fluid communication with said first pressurized working chamber.

14. (original) The suspension system of claim 13 wherein said first piston is of a larger diameter than said second piston.

15. (cancelled)

16. (previously presented) The suspension system of claim 10 further comprising a restrictor disposed between said air spring assembly and said booster to

inhibit pressurized fluid flow therebetween.

17.-18. (cancelled)

19. (currently amended) A vehicle, comprising:

a sprung component;

an unsprung component; and

a suspension system disposed between said sprung portion and said unsprung portion, said suspension system comprising:

a frequency dependent damper defining a first pressurized working chamber;

a first compressed gas disposed within said first pressurized working chamber;

an air spring assembly defining a second pressurized working chamber;

[[and]]

a second compressed gas disposed within said second pressurized chamber; and

a booster enabling gas pressure communication between said first pressurized working chamber and said second pressurized working chamber, said booster comprising:

a housing defining a third pressurized working chamber separate from said first and second pressurized working chambers, said third pressurized working

chamber being in communication with said first and second compressed gasses;

 a piston assembly disposed within said third pressurized working chamber; and

 a resilient member disposed between said piston assembly and said housing for biasing said piston [[is]] in a specified direction.

20. (cancelled)

21. (previously presented) The vehicle of claim 19 wherein said piston assembly comprises:

 a first piston dividing said third working chamber into a first segmented chamber and a second segmented chamber; and

 a second piston interconnected with said first piston and dividing said third working chamber into said second segmented chamber and a third segmented chamber.

22. (original) The vehicle of claim 21 wherein said first segmented chamber is in fluid communication with said second pressurized working chamber and said third segmented chamber is in fluid communication with said first pressurized working chamber.

23. (original) The vehicle of claim 22 wherein said first piston is of a large diameter than said second piston.

24. (cancelled)

25. (original) The vehicle of claim 19 further comprising a restrictor disposed between said air spring assembly and said booster to inhibit pressurized fluid flow therebetween.

26.-27. (cancelled)

28. (original) The vehicle of claim 19 wherein said frequency dependent damper and said air spring assembly comprise an integrated shock assembly.

29. (currently amended) A suspension system for a vehicle, comprising:
a frequency dependent damper defining a first pressurized working chamber;

a first compressed gas disposed within said first pressurized working chamber;

an air spring assembly defining a second pressurized working chamber;
[[and]]

a second compressed gas disposed within said second pressurized chamber; and

a booster enabling gas pressure communication between said first pressurized working chamber and said second pressurized working chamber, said

booster comprising:

a housing defining a third pressurized working chamber separate from said first and second pressurized working chambers, said third pressurized working chamber being in communication with said first and second compressed gasses; and

a piston assembly disposed within said third pressurized working chamber.